A Historical Handbook
for the Employees of

PRINCE OF WALES HOTEL

by the
Glacier Park Foundation

May 2016

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Dear Prince of Wales Hotel employees,

Welcome to the Prince of Wales Hotel, on the Canadian side of Waterton-Glacier International Peace Park. We've prepared this handbook to help you orient visitors to the hotel, and to enhance your own experience in working here.

The Glacier Park Foundation, which created this handbook for you, is a citizens' group primarily made up of former Glacier and Waterton concession employees. We have about 700 members, from all the lodges and from all eras. (Our oldest member, John Turner, drove a Red bus in 1936!)

We seek to promote the public interest in Glacier and Waterton, with an emphasis on historic preservation. We work co-operatively with Glacier Park, Inc., Xanterra, and the National Park Service. All of our directors and officers serve on a volunteer basis.

We publish a membership journal called *The Inside Trail*, which features articles on public affairs, park history, and stories of Glacier and also Waterton. Past issues are posted on our website, www.glacierparkfoundation.org. We invite you to join us through the website. (We offer a complimentary annual membership to current Glacier and Waterton employees.)

We look back with great pleasure on our summers in Glacier and cherish the lifelong friendships we made there. We wish you a delightful summer!

Sincerely yours,

The Directors of the Glacier Park Foundation

A BRIEF HISTORY OF THE PRINCE OF WALES HOTEL

The inspiration for building the Prince of Wales Hotel in Waterton Lakes National Park goes to Louis Warren Hill Sr., then chairman of the Great Northern Railway. Hill first visited Waterton in September 1913 and declared he would build a hotel in the park as part of his expanding hotel and chalet developments in Glacier National Park, across the border in Montana.

Hill's plan would, for various reasons, sit unfulfilled until 1926. What ultimately prompted Hill to go ahead was the end of Prohibition in Alberta. A resort hotel in Waterton was seen as a way to lure American tourists to Glacier and then north across the U.S.-Canada border to Alberta so they could legally drink alcohol, as the Volstead Act was still the law of the land in the United States.

Construction on the Prince of Wales Hotel began in August 1926 and would continue through the winter and spring. The project was a continuous struggle for contractors Douglas Oland and James Scott. The closest railway point for arrival of supplies was Cardston, and everything needed to build the hotel had to be shipped 35 miles from there to Waterton. Rain turned the roads into a quagmire, with trucks unable to get through. Oland and Scott reverted to horses and wagons. Wind and snow were constant problems throughout the winter as the site on which the hotel was built offered no shelter, so took the brunt of every storm that came racing down the Upper Waterton Valley. A storm in December 1926 nearly tore down the half-built structure.

Oland and Scott were also hampered by Louis Hill's ever-changing vision of the final project. The Prince of Wales Hotel was originally supposed to look much like Many Glacier Hotel. A third of the way through the build, Hill decided to radically change the roofline and add three storeys to the structure. Parts of the building had to be torn down and revised. When the major changes were over, Hill tinkered with dozens of other features of the hotel, again causing delays as work was stalled until new blueprints arrived to reveal the new design.

The hotel was opened on July 25, 1927, to much acclaim. It was the epitome of luxury in the wilderness with steam-heated rooms, hot and cold running water, electricity, a full service dining room, an elevator, laundry, beauty parlor and barber shop, all overseen by professional and uniformed staff. Rooms rented for $8 to $12 a day, American plan, depending on location in the building. A couple of weeks later, a tavern opened to serve beer to thirsty Americans.

Built in conjunction with the hotel was the *Motor Vessel International*. The basic body of the boat was constructed by Capt. William Swanson at his shop in Kalispell, Mont., knocked down, trucked in parts to Waterton, then shipped to the south end of the lake, Goat Haunt, where it would be rebuilt and finished as an American vessel. The 200-passenger boat was meant to carry people on saddle horse tours from Glacier to Waterton so they could stay at the hotel, then return them to Glacier to continue their trip. The boat was finished in September 1927, and began service in the summer of 1928.

The bustling community of Waterton Park got a shock when the Great Northern didn't open the Prince of Wales Hotel in 1933, with the railway citing the downturn in economic conditions caused by the Great Depression. The railway said it would not reopen the hotel until a more direct route was built between Waterton and Glacier, versus all bus traffic having to go via Cardston. Construction of Chief Mountain International Highway was undertaken as a work relief project and completed in 1936, when the railway kept its promise and reopened the hotel. The new route between the parks was shorter and more scenic.

During the period the hotel was closed, Waterton townsite faced the threat of a forest fire. The blaze started in August 1935 near Boundary Bay on Upper Waterton Lake and blew north toward the town. Great Northern sent its chief engineer, Ray Sleeger, and other staff to Waterton to protect the hotel. The fire was snuffed out before it reached the town, and despite not having a hand in battling the blaze, the wily Sleeger sent a telegram to his bosses saying: "I saved the hotel." Great Northern president W.P. Kenney famously replied: "Why?" By then Prohibition had ended in the United States so there was no need for the hotel, and given the financial times, the purpose for keeping the hotel was dubious.

The hotel would again be closed, from 1942 to 1945, due to the Second World War.

In December 1960, the Prince of Wales Hotel was sold by the Great Northern Railway to Glacier Park, Inc., headed by Don Hummel of Tucson, Arizona. GPI also acquired all the other railway hotel assets in Glacier. The Great Northern had long ago lost interest in the money-losing hotel chain as train passenger ridership declined in the wake of rising auto travel and tour bus trips. To make the operations profitable, Hummel severely reduced staff, became very deliberate in building maintenance, and changed services.

Hummel was barely into his fourth summer of operations in 1964 when heavy rain and rapid snowmelt through Waterton and Glacier caused some of the most severe flooding in memory. The road into Waterton was under water, as was much of the commercial district of town. Waterton residents who hadn't fled earlier were sheltered at the Prince of Wales Hotel, which had its own water and electrical supply, as well as full heating capability. The scene would be repeated in 1975 when the townsite flooded, again. There would be another flood in 1995.

Major changes would come to the Prince of Wales Hotel in 1981 when Hummel's Glacier Park, Inc. was sold to Greyhound Food Management. GPI would be reconstituted as a new entity and after a series of shuffles, is today a division of Phoenix-based Viad Corporation.

After years of delayed maintenance, GPI began a series of upgrades to the hotel. In 1984 the boilers, which had provided steam to heat the hotel for nearly 60 years, were taken out of service and replaced with electric heaters in each room. New exterior windows and doors were installed to reduce wind noise and keep guest rooms cozy. Guest rooms were renovated (they'd last been done in the 1960s) and rooms on the sixth floors in the north and south wings were turned into budget accommodation. In 1994 a new roof was installed on the hotel and in 2005 the plumbing fixtures in many guest rooms were replaced.

In 1996, GPI president Dale Scott, working with Calgary architect Ron Goodfellow, attempted to persuade Parks Canada to permit a major expansion of the Prince of Wales Hotel. A series of drafts were created, some looking very much like plans the Great Northern Railway had considered and then shelved in 1928. Scott presented his proposals at public and private hearings. They were rejected, in part on the basis that the view of the hotel and Upper Waterton Lake presented such an iconic image that it should not be tampered with.

In 2014, the concession lease for hotel operations in Glacier switched from Glacier Park, Inc. to Xanterra Parks & Resorts, Inc. Rather than turn over all the former railway operations, GPI decided to continue to own facilities outside Glacier, the ones not affected by the concession lease, while Many Glacier Hotel, Lake McDonald Lodge and motels in Glacier, plus Red bus service, were handed to Xanterra.

GPI maintained the Prince of Wales Hotel, Glacier Park Lodge, St. Mary Lodge, which it had acquired in 2011, and would soon expand its operation to include West Glacier Mercantile, which it bought from the Lundgren family in 2014.

Today, GPI continues to operate the Prince of Wales Hotel, setting a standard for staff excellence that matches the motto of the Prince of Wales himself, “Ich Dien,” German for “I serve.”

ARCHITECTURE

The Hotel’s Design

The original design of the Prince of Wales Hotel was created by Thomas McMahon, in the Great Northern Railway’s architecture department. The plan for the hotel was that it mimic the look of Many Glacier Hotel, which McMahon had also designed, in 1914.

The Prince of Wales Hotel was to be a four-storey building with gables and a low-sloping roofline, resembling a Swiss valley home. Like Many Glacier, the Prince was to consist of several sections, with a dining room and kitchen complex to the west and bedroom dormitories to the east of the lobby, all connected by enclosed walkways, like the Sun Porch at Glacier Park Lodge.

Contractors Douglas Oland and James Scott started building the lobby section on the hill above Upper Waterton Lake in August 1926. Rainy weather plagued the project, delaying construction and turning the road from Cardston to Waterton into a quagmire. Cardston was where building supplies arrived by train, from there transferred to trucks to be hauled 35 miles to Waterton. When the rain-soaked roads became impassable by trucks, Oland and Scott started using horses and wagons at great expense.

Realizing that there could be no quick improvement to the road before the summer of 1927, at the earliest, Great Northern Railway chairman Louis Hill decided that only the lobby portion of

the building would be constructed that winter of 1926-27, with the rest to follow, depending on improvements to the road. The road was vital because not only were supplies delivered via that route, but it was also the only way to get tourists by bus from Glacier to Waterton. (Chief Mountain Highway would come in 1936.)

In the meantime, Louis Hill brought in Max Toltz, a St. Paul architect, as a private consultant on the project to help make it feasible as a one building operation. The design of the hotel underwent major changes. The roofline was raised as three more storeys were added, and dormers were put on the building to increase sleeping accommodations under the step roofline. An elevator was needed, and an observation tower was added to the top of the roof.

On top of what Toltz drew, the micromanaging Louis Hill demanded numerous other changes in detail. The result was that the hotel, scheduled to open on June 15, had its opening delayed until July 25, 1927, to accommodate the construction holdups cause by revisions to the hotel design.

The Prince of Wales Hotel is reported to be the largest wooden structure in Western Canada. It stands 37 metres (122 feet) tall, from the lobby floor to the top of the 2.4-metre (eight foot) weather vane on the top of the observation tower. The tower alone accounts for 12.1 metres (40 feet).

The hotel was built primarily of Douglas fir and cedar cut in the Pacific Northwest. It took 100 railway car loads of lumber to complete the job.

The hotel lobby is dominated by three 3.6-metre (12-foot) wide and 5.4-metre (18-foot) high south-facing windows. The lobby is 16.4 metres (54 feet) wide and 24.9 metres (82 feet) long, from the outside north doors to the front windows.

The lobby height is 18.5 metres (61 feet) from floor to ceiling (floor of the seventh floor). The lobby pillars are each 33 centimetres (13 inches) square. They support trusses at the upper reaches of the lobby that are reinforced by large iron butterfly plates are original and primarily decorative.

The cost to build the hotel was $371,465.50. The Great Northern spent a further $300,000 on complementary facilities, including the 100-foot water tower, the powerhouse (including boilers and laundry), road construction, three staff dormitories, temporary construction buildings, engineering costs and hotel furnishings.

PERSONALITIES

Capt. Rodden Stanley Harrison
As far as Capt. Rodden S. Harrison was concerned, the Prince of Wales Hotel was where anyone who was anyone visiting Waterton would surely stay. As a result, he was a stickler for ensuring staff met the highest standards of service.

The first manager of the hotel, Capt. Harrison was described as a "Colonel Blimp" type who preferred tweeds and smoked a pipe. He was all about making a good impression with visitors, and keeping his Great Northern bosses happy.

Harrison, for instance, insisted that the waitresses follow the hotel company guidelines, one of which was to daily furnish their dining room tables with freshly picked flowers.

Canon Middleton, a local Anglican priest and head of a residential school on the Blood Indian reserve, quizzed Harrison about the flower policy during a luncheon they had one day.

Why not leave the wild flowers around the hotel where everyone could enjoy them, Middleton asked Harrison.

"The important people come to the Prince," Harrison said, "and that is where they can see the flowers."

The policy of picking fresh flowers lasted well into the 1940s, when park staff advised that the wildflowers should be left in place, for everyone to enjoy.

Vic Harrison
It's a little hard to understand today the importance liquor played in the early days of the Prince of Wales Hotel. The availability of booze was the very reason for the existence of the hotel, so Americans could come to Alberta and skirt Prohibition in the United States.

At the time, liquor regulations in Alberta were very strict. You had to have a permit to buy liquor from a government-owned liquor store, and the liquor that was served in taverns was beer. There were no lounges where cocktails could be had and no hard alcohol was available in taverns.

An American tourist visiting Waterton had to have a special liquor permit to buy booze at a government store, but there was no liquor store in Waterton even if you did have a permit.

That's where Vic Harrison, the head bellman at the Prince of Wales Hotel in the late 1920s, saw opportunity.

In his capacity as head bellman, Harrison was able to obtain a special licence from the government of Alberta where he could take guest orders for liquor and whenever a truck went

into Pincher Creek or Lethbridge for supplies, he would use his licence to place an order of hard liquor and/or wine for hotel patrons and have the truck bring the booze to Waterton.

This service would warrant a generous tip for Vic Harrison when he delivered the requested bottle, and other bellmen benefited by supplying the recipient of the liquor with ice, mix and additional glasses, again generating tips.

Vic Harrison was a popular guy. Ann Harrison, Vic Harrison's wife, said the liquor sideline provided them with quite a bonus on top of their wages as hotel employees.

Harley Boswell

The longest term for a manager of the Prince of Wales Hotel was set by Harley Boswell. Accompanied by his wife Anna, who worked as head housekeeper, the Boswells oversaw the Prince for 23 seasons.

An element of their success as hotel management was that the Boswells had an extensive background in the tourism business before they came to Waterton. They'd cut their teeth at Chateau Lake Louise and at the Banff Springs Hotel, and had worked at the finest Canadian Pacific Railway hotels across Canada.

An American citizen, Harley Boswell eventually landed a job as assistant manager at the prestigious Palmer House in Chicago. How he managed to get summers off each year to work in Waterton is not known, but an obvious sign of respect for his ability and that the Palmer House let him return at the end of each season.

Harley and Anna were consummate professionals and treated all guests, from famous to unknown, with the same respect. They would peruse hotel bookings to identify returning guests, and have flowers or some other favour awaiting them in their room.

The Boswells also invited longtime Waterton residents and businesspeople to join them for dinner at the hotel, a genuine recognition of the symbiotic relationship between the hotel and park residents.

At the same time as entertaining guests, the Boswells used the dinner to keep watch on the staff. A guest at one of these dinners said: "Woe be to the person who slipped up or was out of line. You could be sure the indiscretion would be noted and addressed later."

Harley Boswell's favourite escape from the pressures of managing the Prince of Wales Hotel was to go horseback riding. He explored much of the park on horseback. His preferred destination was the undulating prairie east of Pass Creek, where he would sometimes lie in the grass soaking up the sun while his horse grazed.

Boswell explained: "There are no telephones on the plains."

Ab Cahoon
The beginning of cross-border tours on Upper Waterton Lake by the *Motor Vessel International* forced the Canadian government to have a customs inspector in Waterton to check on the daily flow of passengers across the Canada-U.S. line.

Previously, there had been little regular traffic across the border on the lake, so any checks could be handled by the RCMP or the matter simply ignored.

With the opening of the Prince of Wales Hotel and daily trips by the *Motor Vessel International* to the south end of the lake to pick up American saddle horse riders arriving and departing Goathaunt Chalet, suddenly dozens of people were coming and going daily across the border.

It was eventually decided by the federal government that since the Great Northern Railway, which built the boat and the Prince of Wales Hotel, had initiated the situation, the hotel should make space for a customs inspector in the hotel.

With already tight quarters for staff, the only spot for a customs inspector was a small space at the end of a hall in the east wing of the basement. The space was crowded when a desk was installed and it had no window. It was also extremely isolated for the occupant, away from the general flow of any traffic in the building.

One customs inspector was Ab Cahoon, a businessman and school teacher, who found a novel way to keep himself entertained in his tiny, dark office. When not on duty, which was much of the time, as the *International* only sailed three-times daily, Cahoon made a point of inviting people to his office for a drink.

At first it was a select few who were invited to the office for a tot from whatever bottle Cahoon might have in his desk. Soon it became a well-known secret and favoured staff, returning hotel guests and select Waterton residents would be invited to visit Cahoon in his lair.

Soon, Cahoon started keeping a guest registry that he invited visitors to sign. Cahoon's hospitality prompted one visitor to comment, "It's not the customs office – it's the office customs we appreciate."

The last visitor to Cahoon's office was on September 7, 1968, when his wife Lucille signed the book.

The office was abandoned after that and a new facility found in Waterton for the customs officer. Hotel staff, meanwhile, did not forget the legend and for years would head to the tiny office and sign the walls to indicate their years of service at the Prince of Wales Hotel. Eventually the office walls were painted and the legacy lost, but not the memory of Ab Cahoon and his office custom.

Robert Hayes
Robert Hayes was an experienced hotelman from Florida when he got the job as manager at the Prince of Wales Hotel in 1963.

While the first summer went smoothly, nothing could have prepared him for the next June, 1964, when the Waterton townsite was flooded, the road into the park cut off, telephone lines down, power out and anyone left in the park sheltered at the hotel. Fortunately, the hotel was in those days self-sufficient, with its own heating and water systems, and a backup generator. For almost a week the hotel played host to 100 unexpected guests at a time. It was not at full staff strength, as opening was not for another eight days and only a handful of opening employees were on hand.

Over the course of the next nine years, Hayes found it an easier go, although one of his ongoing challenges was enforcing staff uniform regulations. It was the Swinging '60s, after all, and the Glacier Park, Inc. rules about no moustaches, no sideburns, and no hair over the collar for men, and for waitresses, to wear dresses must cover their knees, ran contrary to popular culture.

Hayes was, like his predecessor Harley Boswell, a disciplinarian and male employees would face being sent to Cardston for a haircut if they did not conform. Likewise the uniform dresses of waitresses would have to be lowered, if considered too short. Hayes wasn't without a sense of humour, though, and used it to assuage hotel guests on occasion.

An ongoing problem at the hotel was the fact that in strong winds, the seven-story building would sway and creak. This was especially disconcerting for guests at night who were trying to get to sleep. When guests bemoaned their lack of sleep due to windy conditions, Hayes would commiserate and say: "The only thing wrong with this Hotel is in the wind we get whitecaps in the toilet bowls."

That would usually elicit a chuckle from the sleep-deprived guests and leave them with a punchline they could take home and regale friends with about their stay at the Prince.

As for himself, Hayes could sleep through just about anything, and would do so each afternoon, when he would take a nap, ordering that he not be disturbed. Given the fact Hayes' fifth-floor room was right beside the mechanical works for the hotel elevator, his afternoon naps amid the din of the elevator motor are a testament to his mind over matter.

John Haslam

John Haslam was the epitome of a handy guy. As chief engineer at the Prince of Wales Hotel, he ensured the boilers worked and were kept in prime condition, oversaw all the major opening and closing duties at the hotel each spring and fall, and did all the maintenance and repairs. There was very little he couldn't handle and wouldn't tackle.

With his wife Jean, their daughter and three sons, the Haslam family lived in the former staff recreation hall, refitted in the 1960s into year-round housing for the hotel's chief engineer. Even so, it was a tight squeeze for a family of six.

It was no easy task being Johnny Haslam, as he was known to management and staff. In the winter his house and the road to it would sometimes be drifted in by snow, and he would have to

dig his way out. Then he would have to dig routes to each of the nearby staff dormitories so they could be inspected and any snow that had penetrated the buildings removed.

His next trek would be up to the Prince of Wales Hotel, where he would sometimes have to dig his way into the main lobby doors or kitchen so he could get inside to check the structure, sweep snow off the balconies and remove any snow that had seeped into guest rooms through small cracks in the walls, door and window frames. Window and door coverings torn off by the wind would have to be refastened, and any damage done to the building noted for repair in the spring.

The spring and fall were the busiest times, as any major repairs to the hotel had to be done while the weather was good. That might involve plumbing, painting, furniture removal and replacement, installing new floors and carpets, sorting out door locks – the myriad details needed to keep the building functional for its three months of summer operation.

One year, Haslam crawled inside the two boilers used to heat the hotel and spent hours there to remove scaling. Another time, he set up scaffolding on the roof of the powerhouse to rebuild a chimney in high winds, and occasionally he would be hooked to a harness and would shimmy about the steep roof of the Prince of Wales Hotel to replace shingles or make other repairs. His was not a job for the weak or faint of heart.

Through it all, Johnny Halsam always had a smile on his face and an optimistic countenance. He was usually happy for his work, especially in the summer, which was generally a reprieve as major jobs could not be done while guests were in the hotel. Then he could wile away time in the powerhouse with fellow boiler engineers, shooting the breeze, sometimes playing cards as they kept watch on the heating system.

Tragically, John Haslam died in a winter car accident in April 1977.

Don Hummel

Don Hummel and his wife Eugenia (Genee) were a breath of fresh management when they took over operation of the former Great Northern hotels for the 1961 season.

The Hummels were experienced national parks concessioners, from their operations in Lassen and Mount McKinley, and Don Hummel was a savvy politician who was a former mayor of Tucson, Arizona, and would be assistant secretary of the Housing and Urban Development department under U.S. President Lyndon Johnson.

Don Hummel quickly introduced himself to Waterton's business and park community leaders, and his wife played a pivotal role in supporting him. Each year, Genee Hummel would hold a social at the Prince of Wales Hotel for the prominent women in Waterton, making them welcome in the building and building trust in what the new owners of the landmark hotel were doing. Genee was a consummate hostess capable of making anyone at ease, thanks to her upbringing and because she was widely knowledgeable. The latter aptitude was the result of being a prolific reader, consuming newspapers daily, books and periodicals.

A daughter said: “I don't remember ever having a conversation with her in which she was not already familiar with (the subject) from her extensive reading.”

Genee Hummel loved Glacier and Waterton and continued spending summers at her home on Lake McDonald for years after Don’s death in 1988. She died in 2010.

Don Hummel’s stint as owner of the Great Northern hotels was not easy. His biggest challenge was to make the habitually money-losing operation profitable. While the railway could and did cover the hotel business losses with revenue from other sources, that was not possible for its new ownership by Glacier Park, Inc. That meant severely cutting staff and reorganizing operations from the way it had been handled by the railway. Former railway hotel company staff balked and many left. A few key people remained, such as Ian Tippet, and the company eventually returned profits.

Savings on building maintenance, though, were noticed and at the Prince of Wales Hotel, it prompted Lethbridge businessman Fred Weatherup to wrap himself in the Maple Leaf flag and say he wanted to wrest the hotel from American ownership, bring it under Canadian control and give it the love and investment it deserved. His bid got no sympathy or reply from Hummel, who a few years later sold all the hotel operations in Waterton and Glacier to new ownership, now Viad Corporation.

Clifford Hummel

Hoping to follow in his father’s footstep, Don Hummel’s son Clifford Hummel took on a series of management roles with Glacier Park, Inc., the last being manager of the Prince of Wales Hotel from 1976 to 1978.

Clifford was a hands-on manager who assisted hotel maintenance man John Haslam in many upgrading projects, including installation of smoke detectors and creation of new and improved fire escapes from the hotel. Clifford also had ideas of his own on how to develop business at the hotel, one of which included opening the building in May for the Victoria Day and Memorial Day weekends, and revamping one of the staff dormitories so it could be used in the winter for a cross-country ski lodge.

The May opening was a success for the two weekends, but there were no bookings between then and the traditional June 15 beginning of the park holiday season. Financially, it proved a disaster. When Don Hummel learned of his son’s unapproved plans for the dormitory, Don was livid and fired Clifford on the spot. Thus ended Cliff’s career with his dad.

Clifford died in a hang gliding accident in 1981 near Kalispell, Mont.

Sarah the ghost

Don Hummel’s son Clifford Hummel was indirectly responsible for a ghost story now associated with the hotel.

The blond and toned Clifford had good looks in spades, and was personally quite charming. Many of the female staff at the Prince of Wales Hotel had a crush on Cliff, who was in his mid-20s when he managed the hotel.

For one giftshop employee during the summer of 1977, the infatuation with Clifford was overwhelming and unrequited, as he had a girlfriend. Inconsolable and reportedly plagued by other issues, the young woman jumped from a sixth floor balcony of the Prince of Wales Hotel, committing suicide.

Within a decade, the story of this tragedy had become the tale of a ghost who supposedly haunted the hotel. To add credence to the story, the timeline was shifted back decades and the ghost called Sarah, not the actual name of the 1977 worker.

Despite there never having been a ghost story previously associated with the hotel, the Sarah fable has taken on a life of its own and has become accepted wisdom, along with other even more fanciful but untrue tales.

So much for fact getting in the way of a good tale.

PRINCE OF WALES HOTEL – A HISTORICAL TIMELINE

6400 BC – A campsite has been discovered in Red Rock Canyon, with stone spear tips similar in design to those used by hunters of the American Midwest 11000 years ago.

AD 500-100 – Native Americans who had been on the plains move west over the Rocky Mountains for some unknown reason. However, they still continue to come back through passes, such as those in Waterton and Glacier, to hunt the great buffalo herds on the plains. It is suggested that these were the ancestors of the Kootenai/Salish Indians.

1750 – Blackfeet, Blood (Kainai) and Piegan (Piikani) tribes have by now acquired horses from southern neighbours. This allows them to increase their range. When they came to the Waterton region, conflicts over hunting occurred, and they drove the Kootenai Indians back over the mountains.

1858 – Sir Thomas Blakiston of the Palliser Expedition arrives, and names the lakes after the well-known English naturalist, Squire Charles Waterton

1865 – John George "Kootenai" Brown first visits Waterton with some companions and vows to return one day, declaring "this is what I have seen in my dreams, this is the country for me."

1874 – A joint British and American party completes the second survey of the international boundary along the 49th parallel from Lake of the Woods west to Waterton (1872 - 1874).

1878 – Kootenai Brown returns to Waterton with his family and settles in the area.

1893 – F.W. Godsal, a Pincher Creek rancher, sends a proposal to Ottawa to recommend the Waterton Lakes region be set aside as a national park.

1895 – Waterton region set aside as Kootenay Lakes Forest Park.

1900 – H. Hansen establishes a logging mill at the mouth of Maskinonge. The mill is closed after being wrecked by flooding in 1908.

1901-04 – Developers start drilling for oil in the Cameron Valley and near Cameron Falls. The effort peters out when no commercially viable wells are spudded.

1910 – The first lots in Waterton townsite are surveyed; 150 lots are offered for leaseholds at $15/annum rental for waterfront lots, $10/annum for back lots. Approximately 2,000 people visit Waterton that year.

1910 – Glacier National Park established in Montana, immediately south of Waterton across the Canada-U.S. border in Montana.

1911 – Great Northern Railway, based in St. Paul, Minnesota, opens tent camps in Glacier and begins building chalet colonies throughout the park.

1911 – Kootenay Lakes Forest Reserve is officially renamed Waterton Lakes National Park and receives more protection, but its size is reduced to 35 sq. km.

1911 – Jack Hazzard builds the first hotel in Waterton townsite. Ernie Haug Sr. builds a dance hall.

1912 – Great Northern contracts for the construction of Glacier Park Lodge at what is now called East Glacier Park.

1913 – Glacier Park Hotel is opened June 15. Work is commissioned on a second major railway hotel, at Many Glacier.

1913 – Great Northern Railway president Louis Hill visits Waterton and vows to build a tourist hotel.

1914 – John Lewis opens his Hotel Glacier (now Lake McDonald Lodge) on Lake McDonald in Glacier National Park.

1914 – Work begins on Many Glacier Hotel in Glacier Park.

1914 – The first bus transportation begins in Glacier, taking over from horses and buggies. These are the precursors to Glacier's famous Red buses.

1915 – Many Glacier Hotel, the largest hotel in either Waterton or Glacier, opens on July 4.

1916 – Kootenai Brown dies and is buried with his first wife on the shore of Lower Waterton Lake.

1923 – Plans for a 40- to 60-foot high irrigation dam across the Bosporus narrows, below the present-day Prince of Wales Hotel, are dropped, largely due to American opposition to flooding that would be caused at the southern end of Upper Waterton Lake.

1923 – Albertans vote to end Prohibition.

1924 – Prohibition lifted in Alberta. Law permits taverns that serve beer only. Great Northern officials scout Waterton for possible site for a tourist hotel.

1924 – Dance hall built in Waterton by Oland and Scott Construction of Cardston. Saturday dances bring revellers from all across southern Alberta.

1925 – Great Northern Railway leases land in Waterton for a tourist hotel.

1925 – *Lethbridge Herald* owner William Buchanon is appointed to the Senate. As he owned a house in the park, he was sometimes referred to as the "senator from Waterton."

1926 – Construction begins in August on what would become Prince of Wales Hotel. Contractors Doug Oland and James Scott of Cardston are tasked to undertake the project. Despite denials from railway officials, the purpose of the hotel is to skirt Prohibition in the United States.

1926 – A December storm nearly topples the partially built hotel. While not blown off its foundation, as is stated on a bronze plaque on the trail around Linnet Lake, the building was blown out of plumb and had to be straightened before construction could continue.

1927 – Prince of Wales Hotel opens July 25. While Edward, Prince of Wales, the man for whom the hotel was named, visited Canada that summer, he did not come to Waterton, but did stay at his E.P. Ranch in Alberta.

1927 – Assembly begins on the *Motor Vessel International* at Goat Haunt, at the south end of Upper Waterton Lake. The vessel is completed in two months and undergoes trials in September.

1927 – Akamina Highway to Cameron Lake opens.

1927-28 – Many new businesses are launched in Waterton, spurred on by the opening of the Prince of Wales Hotel.

1928 – *Motor Vessel International* begins service on Upper Waterton Lake, captained by P.W. Primrose.

1928 – Plans by Great Northern Railway to expand the Prince of Wales Hotel are shelved indefinitely. However, railway boss Louis Hill has a house built for himself near Cameron Falls. The house is now Northland Lodge.

1930 – Harley Boswell begins first season as manager of the Prince of Wales Hotel. His last year as manager was 1958.

1930 – Great Northern Railway buys the Hotel Glacier from John and Olive Lewis, renaming it Lake McDonald Hotel.

1931 – The resident townsite population increases to about 300; facilities include two main hotels (Prince of Wales: $8/single room; and the Waterton Lake Hotel and Chalets: $2/single room), four rooming houses, 125 cottages (80 of them for rent), a drugstore, two butcher shops, five restaurants, two churches, a dance hall, police barracks, swimming pool, school house and 14 government buildings.

1931 – Rotarians meeting at Prince of Wales Hotel resolve to join Waterton and Glacier as the world's first international peace park, a symbol of goodwill between the two countries. Rotarians on both sides of the border lobby legislators in Canada and the United States to pass bills to implement the proposal.

1932 – Waterton-Glacier International Peace Park established in June at a ceremony at Glacier Park Hotel.

1933 – Prince of Wales Hotel is not opened for season due to decreased tourism caused by the Great Depression. Great Northern officials seek a more direct road between Waterton and Glacier for tourists to travel, versus routing bus traffic via Cardston. Plans by Rotarians to hold a second peace park ceremony in Waterton are put on hold until the Prince of Wales Hotel reopens.

1933 – United States votes to end Prohibition by repealing the Volstead Act. Montana does not wait for the law to come into effect at the end of the year and allows the sale of liquor that summer.

1933 – Going-to-the-Sun Road opens in July.

1933 – Bungalow camp opened near the mouth of Cameron Creek. Others followed in the 1950s and 1960s.

1933-35 – *Motor Vessel International* holds Midnight Frolics, carrying dancers from Waterton to Goat Haunt, where they can legally drink and dance on Sunday. The big band of Mart Kenney and his Western Gentlemen provides the musical entertainment both on the boat and at Goathaunt Chalet.

1935 – A forest fire near Boundary Bay on Upper Waterton Lake spreads north and threatens Waterton townsite. The town is evacuated. The *International* carries men and equipment down the lake to battle the fire. The fire is snuffed out before it reaches the townsite.

1935 – An 18-hole golf course is completed in Waterton.

1936 – Chief Mountain International Highway, a direct link between Waterton and Glacier, opens. As a result, the Prince of Wales Hotel reopens and Rotarians hold their long-delayed peace park dedication there.

1936 – The first new White Motor Company buses arrive in Glacier. These now iconic Red buses are still on the road today serving the park, and are believed to make up the oldest continuously operating fleet of buses in the world.

1938 – Kilmorey Lodge opens.

1938 – FBI chief J. Edgar Hoover visits Waterton and takes a cruise down Upper Waterton Lake.

1942 – Prince of Wales Hotel closed due to the Second World War.

1946 – Prince of Wales Hotel reopens following the end of the war, as do the railway hotels in Glacier Park.

1947 – Prior to this date, electricity in Waterton townsite was supplied by diesel generators operated by individual businesses. The Prince of Wales Hotel had its own. Electrical service switched to Calgary Power (now TransAlta) when lines are built to the townsite.

1947 – Cattle grazing is discontinued in the park due to competition with elk herds in winter range and degradation of natural grassland habitats.

1951 – Additions are made for trailers and recreational vehicles at the townsite campground.

1952 – Water system for the townsite is upgraded to year-round service with a chlorination facility. The Prince of Wales had its own pump and water tower from its opening, which continues to serve the facility.

1952 – Six prairie bison are shipped from Elk Island National Park, east of Edmonton, to Waterton (and put in a paddock completed the previous year).

1953 – *Motor Vessel International* converted from gasoline to diesel power. Smokestack added to vessel, along with other upgrades throughout.

1957-1959 – Operation of the Prince of Wales Hotel is taken over by a Minnesota corporation headed by Donald Knutson. Major upgrades are made to the hotel, including installation of a fire suppression sprinkler system, new exterior fire escapes, installation of a new lobby light fixture, closing of the tavern and opening of a liquor lounge, and remodelling of the giftshop.

Pictographs drawn by Blood Tribe members that were featured on the lobby walls are removed. They are now at the Fort Macleod Museum.

1960 – Waterton swimming pool opened.

1960 – Prime Minister John Diefenbaker takes a break from the U.S. Governors Conference at Many Glacier Hotel to cross the border into Waterton, and be adopted into the Blood Tribe at a ceremony at Beebee Flats.

1960 – Prince of Wales Hotel and other Great Northern-owned lodges in Glacier are sold in December to Don Hummel, his brother Gail, and Don Ford, who pay $1.4 million. They assume operation under the name Glacier Park, Inc.

1961 – Don Hummel's GPI runs Prince of Wales Hotel for its first summer.

1963 – Robert Hayes begins as manager of the Prince. His last summer was 1972.

1964 – Flooding in June caused by heavy rain, warm temperatures and rapid melting of mountain snowpack forces closure of all tourist facilities, as road to the townsite is under water and electrical service is out.

1968 – Oil City, where the first oil well was drilled in Western Canada, is designated a National Historic Site.

1971 – Prime Minister Pierre Trudeau makes a flying stop via helicopter in July at the Prince of Wales Hotel.

1973 – Actors William Shatner (*Star Trek*) and David Janssen (*The Fugitive*) and British actress Joanna Pettet visit Waterton during breaks in filming of the TV movie *Prairie Woman*.

1974 – Lethbridge businessman Fred Weatherup tries and fails to purchase the Prince of Wales Hotel from GPI.

1975 – Waterton flooded again, forcing closure of the townsite. Many townspeople stay at Prince of Wales Hotel for the duration, as it has its own water and power supply.

1975 – Hollywood actor Clint Eastwood visits the Prince of Wales Hotel during a break in movie filming in Montana.

1976 – Glacier Park, Inc. sells the *Motor Vessel International* to Art Burch's Glacier Park Boat Company.

1977 – Ospreys' nest material shorts out power to Waterton and a nest platform is eventually built.

1978 – Hollywood actress Linda Blair (*The Exorcist*) stays in Waterton while filming sequences of the move *Wild Horse Hank*.

1979 – Waterton Lakes National Park is declared an International Biosphere Reserve, the second in Canada.

1981 – Don Hummel sells Glacier Park, Inc. to Greyhound Corp. of Phoenix, Arizona. A decade later, Greyhound Dial Corporation is renamed The Dial Corporation.

1982 – To commemorate the 50th anniversary of the creation of Waterton-Glacier International Peace Park, the International Peace Park pavilion officially opens on the lakeshore of Upper Waterton Lake (townsite).

1984 – Boilers installed in 1927 that were used to supply heat and hot water for the Prince of Wales Hotel are taken out of service. Heat for guest rooms now is supplied by electric heaters. A closed loop boiler is installed to supply heat for common guest areas such as the lobby, dining room and lounge.

1986 – Art Burch's company sells the *International* to Rod Kretz's Waterton Inter-Nation Shoreline Cruise Co.

1987 – Prince of Wales Hotel staff begin telling guests about a ghost named Sara(h), an employee who worked there anywhere between the 1920s and 1940s whose love was spurned and grievously saddened, threw herself from a sixth floor balcony and died. The tale is based on an employee suicide that occurred in 1977.

1990 – Some exterior scenes for the movie *Kootenai Brown* (also called *Showdown at Williams Creek*) are filmed in Waterton.

1993 – The public swimming pool in Waterton was closed and the land leased and redeveloped.

1994 – New metal roof installed on Prince of Wales Hotel

1994 – Prince of Wales Hotel is designated a National Historic Site.

1995 – Waterton and area experience another flood on June 6th.

1995 – Waterton-Glacier International Peace Park is designated as a World Heritage Site on December 6.

1996 – Exterior scenes of the movie *Excess Baggage*, starring Alicia Silverstone, are filmed in Waterton, featuring the Prince of Wales Hotel.

1996 – Dial Corporation separates into two independent companies: The Dial Corporation and Viad Corporation. Viad Corporation is Glacier Park, Inc.'s parent company.

1996 – GPI president Dale Scott attempts to persuade the Canadian government to permit expansion and redevelopment of the Prince of Wales Hotel by adding 200 rooms. Various plans are drawn up by Calgary architect Ron Goodfellow. The proposal is ultimately rejected.

2000 – Hotel staff begin telling a tale about a concierge who was murdered in the hotel by her jealous husband, a cook. The body was, in some versions of the tale, thrown from the watch tower. There has never been a murder at the hotel.

2004 – U.S. First Lady Laura Bush and four friends secretly visit the Prince of Wales Hotel and have dinner at Kilmorey Lodge.

2005 – Original American Standard cast iron sinks in hotel bedrooms are replaced with modern fixtures.

2009 – Kilmorey Lodge destroyed by fire. Owner vows to rebuild.

2011 – Glacier Park, Inc. acquires St. Mary Lodge & Resort and Grouse Mountain Lodge.

2013 – Operation of the hotel concession in Glacier is awarded to Xanterra, which the following year assumes control of Lake McDonald Lodge, Many Glacier Hotel and other facilities from GPI. The park's Red buses are also to be operated by Xanterra, beginning in 2014.

2013 – Fear of flooding in June sees park staff evacuate Belly River, Crandell Mountain and townsite campgrounds. All parkways and trails are closed as a precautionary measure.

2014 – Glacier Park, Inc. acquires West Glacier Village and Apgar Village Lodge.

2014 – The laundry boiler is decommissioned and replaced with high-efficiency water heaters.

2015 – The hotel drinking water boiler is decommissioned and replaced with high-efficiency water heaters and storage. The kitchen has a dedicated water heater with food service recommended higher temperature supply.

For additional history …

We hope that this handbook has whetted your interest in the history of Glacier Park Lodge and of Glacier Park! For a more detailed and beautifully illustrated history of the Glacier lodges, see *High on a Windy Hill* by Ray Djuff, available in the hotel gift shop. Also see *View With a Room* by Ray Djuff and Chris Morrison, *Waterton and Glacier in a Snap* by Ray Djuff and Chris Morrison, and *Steady as She Goes* by Chris Morrison.